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COUNTRY East Germany	REPORT	
TOPIC Wittstock Airfield	50X1-HUM	
EVALUATION	PLACE OBTAINED	50X1-HUM
DATE OF CONTENT		
DATE OBTAINED	DATE PREPARED	22 October 1953
REFERENCES		
PAGES 5	ENCLOSURES (NO. & TYPE)	
REMARKS		
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1.

In mid-August, AA guns were observed in the AA gun emplacements in the southeastern corner of the field. At 6 p.m. on 1 September, 9 swept-back jet fighters and 1 twin-engine aircraft were parked in front of the hangars. At 7:30 p.m., the swept-back jet fighters were no longer seen. Two searchlights on swinging supports were observed in the gap in the fence at Wittstocker Highway.

2. The following air activity was observed at the field between 7 August and 21 September:

7 August. Between 10 a.m. and 11 a.m., flying was practiced. There was a 5/10 overcast.

8 August. No air activity was conducted between 3 p.m. and 4:30 p.m. A twin-engine aircraft and 8 swept-back jet fighters were parked at the field.

10 August. No air activity was observed between 1:30 p.m. and 3 p.m. 50X1-HUM

11 August. In the afternoon, aircraft took off individually and in elements of twos. There was intensive air activity

About 25 swept-back jet aircraft were parked at the field at 5:30 p.m.

12 August. There was air activity in the afternoon. The sky was cloudless.

13 August. In the afternoon, about 20 swept-back jet aircraft were parked at the field but there was no air activity although the weather was cloudless.

14, 15 and 18 August. No air activity was conducted around noon or in the afternoon. 50X1-HUM

25, 27 and 31 August. No air activity was observed between 2 p.m. and 3 p.m., between 2:30 p.m. and 3:15 p.m., and between 2 p.m. and 2:30 p.m. respectively.

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1 September. Air activity was observed at about 8 a.m. During the morning and afternoon, MiG-15 and U-MiG-15s with and without auxiliary fuel tanks were observed aloft. At about 11 a.m., 16 swept-back jet fighters and 1 twin-engine aircraft were parked at the field.

2 September. During the morning, there was air activity by MiG-15s including some towing sleeve targets which were fired at by other swept-back jet fighters.

7 September. A swept-back jet fighter with a towed sleeve target took off at about 7:30 p.m. Subsequently, another swept-back jet fighter took off and fired at the towed sleeve target with tracer ammunition. These firing practices were continually conducted.

14 September. There was no air activity between 2 p.m. and 3 p.m.

16 September. During the morning, aircraft were observed aloft. Between 1:30 p.m. and 2 p.m., no air activity was conducted. Twelve MiG-15 and U-MiG-15s were parked at the field.

17, 20 and 21 September. No air activity was observed between 2 p.m. and 5 p.m., between 1 p.m. and 4 p.m., and between 2:30 p.m. and 4 p.m. respectively.²

3. Two searchlights on tripods were observed for the first time on 11 August in the gap in the fence on the western edge of the field. 50X1-HUM

4. Motor vehicles observed entering and leaving the field included sedans [redacted] and trucks [redacted] radio truck [redacted].

5. The following air activity was observed between 11 August and 11 September:

11 August. Throughout the day, there was air activity by swept-back jet fighters which remained aloft for 15 to 20 minutes.

12 August. Local flights were repeatedly made. Between 6 p.m. and 6:30 p.m., two aircraft practiced firing at ground targets. Between 8 p.m. and midnight, night flights were made.

13 August. During the morning, 20-minute flights were conducted. There were no clouds.

14 August. There was air activity in the morning.

18 August. Night flying was practiced after 8 p.m.

22 August. There was intensive air activity during the morning.

24 August. Between 9 a.m. and 9:45 a.m., a multi-engine aircraft repeatedly circled over the field. No jumps were observed.

28 August. There was air activity during the morning.

1 September. At 8 a.m., the sky was 2/10 overcast. There was air activity by aircraft which, after about 3 flights of 8 to 10 minutes duration each, were refueled from tank trucks at the runway. In the early afternoon, a swept-back jet fighter fired with aircraft weapons at a sleeve target towed by another swept-back jet plane. The first aircraft made three attacks before landing, and the towing plane released the sleeve target over the field.

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2 September. Aircraft took off individually and in elements of twos after 7:50 a.m. At 7:45 p.m., an aircraft, which had taken off with a sleeve target, flew in the beams of two searchlights located on the ground. Another aircraft which took off some minutes after the first plane attacked the sleeve target.

3 September. There was intensive air activity during the morning. Between 7:45 p.m. and 8 p.m., aircraft towing sleeve targets flew in the beams of searchlights. Night flying was observed up to about 11 p.m.

4 September. During the morning, aircraft were observed aloft. There was a 7/10 overcast and haze. As on the preceding day, night flying started at 7:45 p.m.

5 September. There was air activity during the morning. The weather was cloudless.

8 September. Flying was started at 7:15 a.m., Firing at towed sleeve targets was practiced between 6:45 p.m. and 8 p.m. 50X1-HUM

6.

7. The following air activity was observed at the field between 3 and 17 September:

3 September. Between 12:30 p.m. and 1 p.m., two MiG-15s circled widely over the field. One swept-back jet aircraft landed at 12:50 p.m. and taxied toward the hangars. Intensive air activity was observed from the town at about 8 pm.

5 September. At 2:10 p.m., two MiG-15 and U-MiG-15s took off in rapid succession and headed toward the Gadow-Rossow troop training grounds. 50X1-HUM

8 September. Six swept-back jet fighters and 1 conventional type aircraft were parked at the field. At 6:20 p.m., a swept-back jet took off heading north. No more air activity was observed up to 6:45 p.m.

15 September. Between 11 a.m. and 1 p.m., MiG-15 and U-MiG-15s individually took off at intervals of 8 to 12 minutes and subsequently headed toward Gadow-Rossow. The aircraft again landed at the field after about 30 minutes.

17 September. Between 10 p.m. and midnight, there was night flying by aircraft including a swept-back jet which towed a sleeve target that was illuminated by two searchlights. The sleeve target was fired on by aircraft weapons of other swept-back jet fighters.² 50X1-HUM

8. Motor vehicles observed at the field included trucks

9. On 7 September, 8 rail road tank cars, allegedly filled, left Wittstock airfield and proceeded toward Wittenberge. On 9 September, 3 boxcars, each with 20 air force troops from the airfield, were coupled to the train to Neustrelitz, which departs at about 4 a.m. On 11 September, 2 boxcars with foodstuffs, cigarettes and tobacco, each car guarded by 4 air force soldiers, left the field and was coupled to a train headed toward Neustrelitz.³

10. On 11 September, 14 swept-back jet fighters were observed in front of the hangar and 4 at the east end of the runway. Two radio trucks with antennas were parked 50 to 80 meters from the group of 4 aircraft. A trainer fighter with radial engine was parked in front of the westernmost hangar.

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11. The following observations were made at the field between 15 and 25 September 1953:

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15 September. Before air activity was started, 20 swept-back jet fighters, 1 biplane and 1 twin-engine aircraft were observed at the field. After 2:50 p.m. take-offs and flights were made by aircraft in elements of twos, the interval between the aircraft being 10 to 15 meters. At 3:45 p.m., eight jet aircraft in two formations of four approached, broke up formation in a left bank and landed individually. The leading aircraft [redacted] and other aircraft [redacted]

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23 September. Between 5 p.m. and 6:30 p.m., several individual take-offs were made by jet fighters including one [redacted]

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24 September. At 8 a.m., take-offs and flights were made individually and in elements of twos. There was a 2/10 overcast and good visibility. At about 9:30 a.m., a swept-back jet fighter towing a sleeve target crossed over the field. At 10:25 a.m., four aircraft took off in elements of twos, the distance between the two elements being about 50 meters. The interval between the two aircraft of the individual elements was 10 to 15 meters. Immediately after the take-off, the aircraft which had taken off last would then fly ahead of the formation. At about 10:33 a.m., an aircraft [redacted] was observed at a take-off made by an element of two.

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25 September. Between 9 a.m. and 11:30 a.m., there was no air activity. The weather was cloudless. Aircraft parked at the field included about 26 MiG-15 and U-MiG-15s in front of the two eastern hangars, 7 in front of the western hangar near the aircraft revetments in the southeastern section of the field, and 1 twin-engine aircraft in front of the middle hangar.²

12. Two searchlights, 50 to 60 cm in diameter, mounted on tripods were observed in the western extension of the runway on the western edge of the field. The electric cables leading to the searchlights were suspended from wooden poles about 50 cm above the ground. About 10 shrapnelproof aircraft revetments were observed in the northwestern corner of the field and additional revetments were in the southeastern section of the field.

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2. Comment. Wittstock airfield is still occupied by a fighter regiment equipped with 30 to 35 MiG-15s and the headquarters of the Northern Pzr Corps. Training activity observed agrees with the activity by other fighter regiments; also in Wittstock, much stress is laid on firing practice at towed sleeve targets at night. Of the aircraft [redacted] are reported for

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the first time, [] was previously observed in Cottbus, and the 50X1-HUM
other [] were previously observed with the fighter division in 50X1-HUM
Laerz.

3. [] Comment. The purpose of these movements has not been determined. 50X1-HUM
The shipments observed on 9 and 11 September, are possibly connected with
Laerz airfield.

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